

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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APPENDIX "A"

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The YELANSKIJ Military Training Camp

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Contents

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- B. Situation and description of the Camp
- C. Chain of Command and organisation
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B. Situation and description of the Camp

2. The YELANSKIJ Military Training Camp (YELANSKIJ LAGER) is situated 4-5 kilometres north of the YELANSKIJ RAZ"YEZD (halt) on the main SVERDLOVSK - TYUMEN railway. The halt itself is 127 kilometres from SVERDLOVSK and 28 kilometres from the nearest junction at BOGDANOVICH. The YELANSKIJ halt is situated in open country. There were no station buildings at all and there was only the main line and one siding. An earth track runs northwards from the railway premises to YELANSKIJ village and the Military Training Camp, which are close together.

There are in fact two villages adjoining each other, [REDACTED]

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[REDACTED] The only outstanding land-mark in YELANSKIJ village is the church tower.

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3. The country is flat and depressing, with occasional low undulations and with sparse woods here and there. The soil is sandy, but there is a good deal of water underground and the troops in the camp suffered considerably from swarms of mosquitoes during the summer.

4. The training camp occupies a large sparsely wooded area.

The camp offices and the O.R.'s and single officers' quarters are long one-storey brick buildings, while married officers live in separate small

wooden/

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wooden houses within the camp or in the adjacent villages. The camp also contains several shops and a number of dilapidated clubrooms.

[redacted] all the buildings occupied by the troops were overcrowded. The barrack buildings which were designed to accommodate one company, were usually occupied by two companies, or the equivalent. The soldiers slept on the floor on straw mattresses and were much plagued by lice. Hot and cold water were available in the barracks. There was a W/T station in the camp. The electricity supply came from the town power station at KAMYSHLOV, about 20 kilometres from the Camp. About 3-4 kilometres to the north of the camp there were extensive shooting ranges for all types of weapons, including artillery mortars and katyusha's.

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G. Chain of Command and organisation.

5. A Divisional HQ was situated in a small town [redacted] somewhere near VERHNE YARSKIE (n.id.). There was a General SABUROV, SABURIN or SABATUROV who was in charge of the YELANSKIJ and KAMYSHLOV Training Camps. The YELANSKIJ Training Camp was subordinated to the KAMYSHLOV Camp. The food supply stores were at KAMYSHLOV Camp and YELANSKIJ was supplied from there. [redacted]

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6. In 1952 the C.O. of the YELANSKIJ Camp was ^{Colonel} SIDOROV. In August and September 1952, there were about 6,000 troops in the camp, 4,000 of whom were recruits called up in August 1952, mainly from the KIROV Oblast' and the UDMURT ASSR. There were also a certain number of recruits from Lithuania and other Baltic countries. The remaining troops numbering approx 2,000 were officers and OR's serving there permanently as instructors and Admin Staff. All the men from KIROV Oblast' and the UDMURT ASSR were sent to Germany after basic training. The Lithuanians and other Balts remained in the Urals Military District. The Lithuanians did not know Russian, and could not even understand the Russian words of command. [redacted] batch had completed their training and were about to leave for Germany they learnt that a new transport of several thousand recruits had arrived at the YELANSKIJ Camp. [redacted] the majority of the new arrivals were from the Baltic Republics.

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The KAMYSHLOV Training Camp/

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D. The KAMYSHLOV Training Camp.

7. [REDACTED] There was
a Colonel in charge of it. The KAMYSHLOV camp was larger in area
than the YELANSKIJ one, and there were more troops there.
The KAMYSHLOV camp possessed its ^{own} W/T station. The electricity supply
came from the KAMYSHLOV town power station.
8. There were shooting ranges at KAMYSHLOV only for small arms and
MG's. All artillery, tank, and mortar units from KAMYSHLOV used the
YELANSKIJ shooting ranges and training grounds.
9. The distance from YELANSKIJ Halt to KAMYSHLOV Station is 16
kilometres. By road (a typical Siberian "trakt") the distance between
the two training camps is about 30 kilometres.

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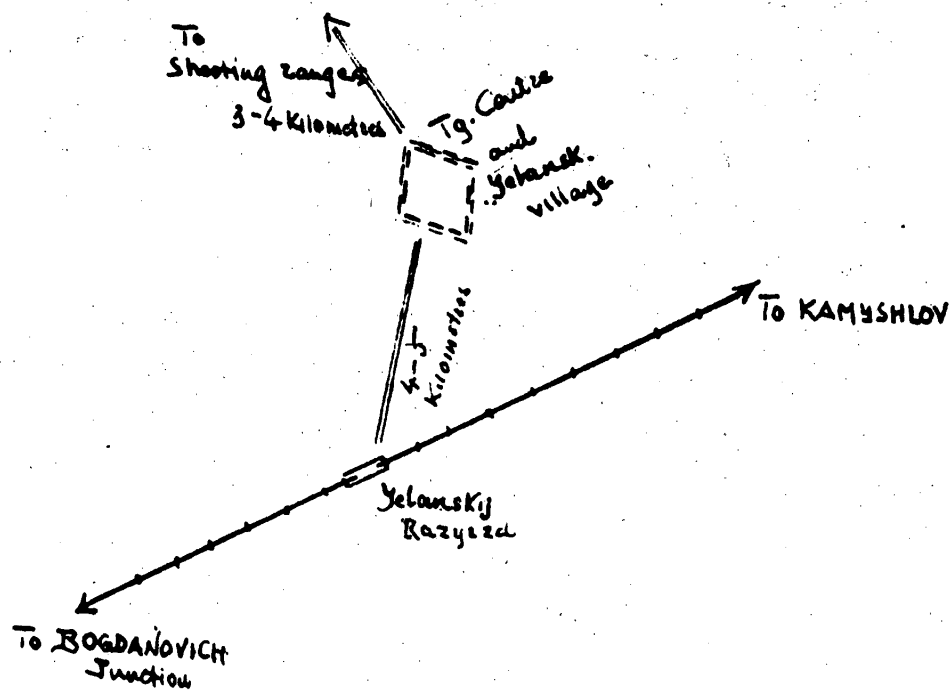
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Annexe to Appendix A:

N. V. KUPISOV

Situation of the YELANSK Tg. Centre

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APPENDIX "B"

The SARAPUL Area (UTMURT ASSR)
(56° 27'N. 53° 48'E)

CONTENTS

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- B. Terrain, soil, drainage and climate.
 - C. Railways and roads.
 - D. Population and settlement.
 - E. SARAPUL town.
 - F. Life in the SARAPUL Area.
 - G. Local press.
- Annexe to Appendix "B" - Sketch of the town of SARAPUL.

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B. Terrain, soil, drainage and climate.

2. The countryside in the SARAPUL area is mainly undulating, particularly to the north of the KAZAN railway between SARAPUL and AGRYZ Junction. There are some steep slopes but in this whole area most valleys are wide and shallow and are easily negotiated. Opposite SARAPUL, on the left (eastern) bank of the River KAMA, there is flat country for about six kilometres, beyond which lie gentle slopes. North of SARAPUL, on the left bank of the KAMA, extends a flat and swampy area. The soil of the whole area is a mixture of clay, sand and black earth and is considered fertile. During the heavy rains the mud is thick and deep.

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3. The KAMA is the only large river in the whole area. All its tributaries are narrow, shallow streams, e.g. the SARAPULKA at SARAPUL. The KAMA itself is a wide river, full of water in summer and covered with thick ice in winter. The west bank is high, but not steep except in some sections, for example the stretch of bank north of the landing stage in SARAPUL itself. The east bank is flat. Both banks are sandy. There is no spring flooding in the immediate vicinity of SARAPUL but there is one section of the east bank between YERSHOVKA village and the main railway line where small floods occur. These however are slight and do not affect the villages or the railway line.

4. The countryside on the western bank of the KAMA within the SARAPUL area is almost entirely open. There are only a few wooded areas, south of the town and of the KAZAN railway and also on the western outskirts of SARAPUL. On the eastern bank of the KAMA a large wood extends northwards along the river. All these woods consist mainly of pine trees.

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He described the climate as being similar to that in the VOLGA region with slightly colder winters and thick mist on summer nights, particularly at dawn. These mists usually disperse soon after sunrise. There are severe blizzards (V'YUGA) in February and March and often also in December.

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C. Railways

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a) There was no double track whatever between AGRYZ Junction and SARAPUL and on the east bank of the KAMA.

b) The railway bridge across the KAMA at SARAPUL was a single-track steel girder bridge on concrete piers. He said that there were more than a dozen spans but he could not be more definite. The KAMA bridge was high and on both sides of the river the track-bed was laid on high embankments.

c) There was a large engine depot at SARAPUL as well as a wagon and coach depot and repair workshops. There was no marshalling yard at

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/ SARAPUL

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SARAPUL but there were numerous sidings including some industrial sidings, for ^{one} example leading to the KAM landing stage and one to the Aircraft Factory.

7. The road system in the area was extremely primitive. There was no hard surface road in the whole area. The road system was based on "trakts" - wide earth tracks, full of holes in the middle, and with ditches along both sides. These tracks are sandy and dusty in summer, muddy during the rainy season and snow-bound in winter. Some were maintained, repaired and levelled in summer and cleared of snow during the blizzards. The others and the local "prosčlochnye dorogi" (country roads) were not maintained at all. The maximum speed for motor vehicles on the maintained "trakts" was 30-40 km. p.h. in good weather. During muddy or snowy periods any movement without chains was out of the question.

8. There was no good "trakt" east of the KAMA. On the western side there were the following main "trakts" connecting SARAPUL with other places:-

a) Running northwards as an extension of Azin Street the road to MAKSHAKI and MAKAROVA villages.

b) Running southwards, also an extension of Azin Street, via a bridge over the main railway line, the road to KOSTINO and MITROSHINO villages.

c) The main, and best maintained, road (called the IZHEVSKIJ trakt), which is not shown on the available maps: this runs north-west as an extension of Gorkij Street. It then runs westwards through the woods, turns north-west along the crest of a hill range, leaving SMOLINO village approximately two kilometres to the north-east. The road then winds through several villages to ZAV'YALOVO and thence to IZHEVSK, crossing the railway near the outskirts of the town. The length of road between SARAPUL and IZHEVSK is about 58 kilometres. There was a regular bus service between those two towns which was operated in summer 1952 by two buses on the road every day and other buses in reserve. According to the time table it takes about two hours to cover these 58 kilometres

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During the December and February

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blizzards no motor traffic is possible on these roads.

/ D. Population

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D. Population and settlement.

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9. The SARAPUL area covers the south-eastern corner of the Udmurt Autonomous Republic and the population there is made up of many nationalities. SARAPUL itself is a Russian town and Russians form the great majority of the population. Next come the Kazan Tartars and Udmurts. Then there are Mari, Chuvash, Ukrainians, Volga Germans, Lithuanians, and Jews. The Ukrainians, Germans and Lithuanians were almost all compulsorily re-settled from their native areas. Jews were not very numerous in SARAPUL but were unpopular among the other nationalities. There are also people of mixed blood, for example Russo-Tartar, Russo-Udmurt, etc. These different nationalities live together peacefully, with the exception of the Russians and the Tartars who dislike each other (and often fight).

10. The population in the rural settlements is also mixed. In the immediate vicinity of SARAPUL the position in 1952 was as follows:

a) Along the main railway line:

DUBROVKA - entirely Russian population.

SHEVYRYALOVO - mixed Russian and Udmurt population.

PARKACHEVO - mixed Russians and Udmurts.

b) South of SARAPUL:

SIGAEVO }
KOSTINO } - entirely Russian villages.

c) North of SARAPUL:

YEROMASKA - entirely Udmurt population.

Further north, along the KAMA, the villages are either purely Udmurt or mixed Mari-Udmurt.

d) On the eastern bank of the KAMA:

KOTOVO - mixed Russian and Udmurt population.

VERKHNY and NIZHNIY ARMYZ }
YERSHOVKA } - purely Russian population.

11. [] speaking of the national groups in this area, said that the Russians are "not very civilized" and the others are even less so. He pointed out that the Udmurts and Mari are particularly primitive. Almost all Mari, Udmurts and Chuvash suffer from an eye disease. They are unable to see properly, their eyes are usually half-closed and they blink constantly. When they

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[redacted]

they are called up into the Army they are "as blind as kittens". After treatment by the army medical personnel they recover normal vision and are able to open their eyes properly.

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12. SARAPUL is the only town in this area. All the other settlements are of the village type. The villages are of medium size (usually with one long street or one main and several secondary streets). The rural settlements are built almost entirely of wood and consist of one-roomed and sometimes two-roomed huts. There is usually a shed (SARAJ) for livestock and carts attached to the house. Most households have kitchen-gardens, usually at the back of the house. The houses are built of wooden logs and the roofs are made of laths (? shingles) (DRANKA) or sometimes thatched. The furniture is very poor and the houses are usually lit by primitive kerosene lamps called "KOPTILKA" (smoky lamp).

E. SARAPUL (See Annex 1).

13. SARAPUL, one of the very few larger settlements in the UDMURT ASSR, is situated on the higher, western bank of the river KAMA. The town area extends along the river northwards from the MOSCOW-KAZAN'-SVERDLOVSK railway line. [redacted] the town area occupies approximately 4-4½ kilometres from north to south and about 3-3½ kilometres from east to west, the built-up area forming almost a rectangle.

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14. Two small streams, the SARAPULKA and the YURMANKA, both tributaries of the KAMA, divide the town into three parts, the lowest part lying between the railway and the SARAPULKA, the middle part between the SARAPULKA and the YURMANKA, and the highest part north of the YURMANKA.

15. The town is laid out on the block system except for the section between the railway and the SARAPULKA, which consists of narrow, winding, irregularly built-up streets, and the section north of the landing stage on the bank of the KAMA which slopes down to the river with narrow, winding streets.

16. All the streets running eastwards slope towards the KAMA. The greater part of the town consists of one- or two-storied wooden houses. There is a large new hotel but such brick buildings as exist are mainly industrial enterprises, barracks or government buildings (including the

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/prison).

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[REDACTED]

prison). The town is supplied with electricity (two power stations) and there is also a water supply. There is no general sewage system, but some buildings occupied by the authorities have their own sewage installations. Water is laid on in new houses but the majority of the population gets its water from points in the streets called "KOLOMIA".

17. The streets are mostly unpaved and there are no paved footwalks. A few streets are cobbles, and for 'aya ploshchad' and the central portion of Krasnaya ulitsa have metalled surfaces. In 1952 street-paving work on a large scale was commenced. The streets are lit either very poorly or not at all. There is only one public park in SARAPUL but there are many orchards and trees. All the main streets are tree-lined.

18. In summer the town is easily recognizable owing partly to its commanding situation on a slope above the KAMA and partly to its masses of green. There are two outstanding landmarks: the aircraft factory near the railway station with its very high chimney, and at the opposite (northern) end of the town the church tower in Vtoraya Zagorodnaya ulitsa.

19. SARAPUL is a difficult town for traffic. There are only two transit roads. One, the AZIN street, runs centrally and almost parallel to the KAMA but cannot be considered a main south/north transit road as its northern part (between SOVETSKAYA ul. and TRET'YA ZAGORODNAYA ul.) is too badly surfaced and too steeply sloping for the passage of north-bound motor traffic. This is obliged to turn west into SOVETSKAYA ul., north into ul. GOGOL'YA, uphill along TRET'YA ZAGORODNAYA ul. and turn east to reach AZIN ul. again at the north end. The other, and the only east/west through road, is ul. GORKOGO, running westward from the KAMA bank. UL. GORKOGO becomes the IZHEVSK "trakt" where the built-up area finishes. All the other streets, though they are straight and wide, end as blind alleys either in the woods outside the town or in the winding streets of the station area or on the slope down to the KAMA. The lack of a road bridge across the KAMA and the lack of any reasonable "trakt" on the opposite (eastern) bank of the river make SARAPUL a perfect cul-de-sac. The only means of communication with the east bank is a steam ferry. In winter the problem of crossing the river is solved by the ice, which will carry any type of heavy vehicles or tractors fully loaded.

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20. After IZHEVSK, SARAPUL is the largest centre in the UDMURT ASSR. SARAPUL is much better situated than IZHEVSK, being situated at the crossing of the MOSCOW-BALNEODOLIN railway and the river KAMA. Owing to its favourable geographical position there were quite serious rumours in 1952 that SARAPUL might become the political and administrative centre of the UDMURT Republic.

21. There was a considerable concentration of troops in SARAPUL. Informant was unable to give any details. He knew that there were infantry, artillery, and tank units, and that troops were stationed in the following places:

a) Military barracks, south of the railway station.

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b) A large barracks forming a square in the centre of the town, bounded by KRASNOARMEJSKAYA, DOSTOEVSKIJ, and GORKIJ streets, and the Stadium. These barracks were one, two, and three-storied brick buildings which were old but in a good state of repair. They were occupied by tank troops and others whom Informant could not specify. The premises included garages.

c) Artillery barracks on a hill on the northern outskirts of the town. These barracks consisted of a number of large wooden huts. Army stores occupied two large buildings in ul. TRUDA, near the river bank and the DOM SOVETOV. The Regional Recruiting office (Rajvoenkomat) was in a corner house on the west side of AZIN street at the junction with SOVETSKAYA ul.

22. The Rajon and Town Party offices were in the DOM SOVETOV on Krasnaya ploshchad'.

The Rajon MVD offices occupied a large building on the northern side of Krasnoarmejskaya ul. between Pervomajskaya and Krasnaya ul. Opposite the MVD offices was the Militia H.Q. The prison, a large brick building, was situated east of Azin street on the slope above the KAMA. The Fire Brigade was on the Market square and the Town Motor Transport unit and garages were on Internatsional'naya ul.

23. There were two electric power stations in SARAPUL: the rajon power plant on the southern side of the railway station and the town power plant on the corner of the Market Square (BAZAR) and Pervomajskaya ul.

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24. [redacted] hospitals in SARAFUL: One at the 25X1

end of ul. Karla Marksa in the wood on the western outskirts of the town,
 ✓ another in Krasnaya ul. and a third, the T. B. Hospital (TUBERKULOZNYJ DOM) 25X1
 in ul. Karla Marksa.

25. There are many schools in SARAFUL [redacted] 25X1

[redacted] the Electro-mechanical Tekhnikum 25X1
 situated opposite the town power plant, and the Timber-Mechanical
 (LESOMEKHANICHESKIY) Tekhnikum located in a large wooden building at the
 western end of Sovetskaya ul.

26. [redacted] industrial enterprises in SARAFUL: 25X1

a) No. 284 Aircraft Factory, situated on the southern side of the
 railway station, and composed of many brick and concrete buildings. The
 factory premises are fenced and strongly guarded. In 1952 this factory was
 producing civil aircraft and certain parts for fighter planes, which were
 delivered by rail to SVERDLOVSK. [redacted] officially the factory was 25X1

known to produce passenger and freight aircraft. The fighter parts were
 made in the "secret shops". [redacted] 25X1

✓ b) The DZERZHINSKIY Machinery Factory (MASHINO-STROITEL'NIY ZAVOD
 im. DZERZHINSKOGO). The factory was situated in a street running east of
 Azin street and north of the siding connecting the station with the KAMA
 landing stage. It was an ordnance plant [redacted] 25X1

[redacted] The factory manufactured "ZIS-151" motor vehicles. 25X1

[redacted] 25X1

c) No. 203 W/T factory occupied large premises on both sides of
 Krasnoarmejskaya ul. on the corner of ul. Gogol'ya. The factory produced
 certain types of wireless receivers; in addition, military W/T equipment was
 produced in the "secret shops". [redacted] 25X1

[redacted] 25X1

d) The Sleeper Factory (SHPALZAVOD) was next-door to the
 DZERZHINSKIY plant on the western side of the latter. Railway sleepers
 were manufactured there.

e) The Alcohol Factory (VINZAVOD) was next door to the
 DZERZHINSKIY plant on the eastern side of it.

/ f)

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f) The Footwear Factory was situated on the eastern side of AZIN Street near the railway station between the main line and the KILKA siding.

g) The Leather Factory, situated on the southern end of ul. Truda.

- { h) The Barley Factory (KRUTOZAVOD)
- { i) The Sweet Factory (KONFETNYJ ZAVOD)

Both factories were situated on the western side of AZIN Street between the station road and the SARAPUKA bridge.

j) The Regional Dairy (MASLOZAVOD) in ul. Krasnogo Sporta.

k) The "GUDOK" Factory at the northern end of AZIN Street.

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l) The town brick-kiln, situated south of the railway and west of the aircraft factory.

m) The Brewery, situated towards the southern end of AZIN Street.

n) The Saw-mill (LESZAVOD) in ul. Truda.

o) The Furniture Factory, situated in Internatsional'naya ul.

p) The Textile and Clothing Factory, occupying a large modern five-storied building on the corner of Krasnoarmejskaja ul. and ul. Truda.

q) The Oil Refinery (NEFTEZAVOD), in ul. Truda.

r) The Bakery (KHLEBOZAVOD), in ul. Truda.

s) Two grain stores and flour mills, one in ul. Truda and another somewhere near the railway station.

27. The Post and Telegraph/Telephone Office occupied a house at the corner of ul. Gorkogo and Pervomajskaya ul.

28. The State Bank was on the Market Square (Pervomajskaya ul.)

29. The Corrective Labour Colony (ISPRAVITEL'NO-TRUDOVAYA KOLONIJA or ITK)

occupied a large brick building, surrounded by a wooden fence and barbed wire.

The ITK building was in Azin Street near the Brewery.

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the ITK was the most troublesome spot in SARAU. There were hundreds of youths, chiefly between 15 and 21 years of age or even younger, serving sentences for various offences such as larceny, robbery, manslaughter etc. The ITK was always overcrowded, food was bad and conditions very primitive.

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There were frequent murders of guard personnel and warders [redacted]

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[redacted] The young convicts overpowered the guard and escaped. There were casualties among the ITK personnel. Order was restored when troops were alerted. Soldiers surrounded the whole area and fire-arms were used to recapture the convicts. There was a thorough investigation but conditions were not improved. The ITK remained a disgrace to the town.

30. SARAFUL was considerably developed between 1951 and 1954. A large new four-storey hotel has been erected in the Market Square and in 1954 building work began on a new workers' settlement along the station road. This settlement consists of small wooden dwellings. Pavements have also been laid down in some streets.

31. SARAFUL airfield lies between the KAMA river, the main railway line and the SARAFULKA stream. In 1952 it was a civil airfield. [redacted]

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F. Life in the SARAFUL Area

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In his native district of CHEREPOVETS life in the deep woods and swampy land had been very hard and dull. When they moved to the KAMA his family had settled down quite successfully. After several years of very hard work and crowded living in one rented room, they managed to buy half of a small house and a kitchen-garden for 12,000 roubles and lived there quite reasonably. [redacted]

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[redacted] Gangs from the collective labour camp made the town unsafe, especially after dark, and hooliganism was rife. Gangs from IZHEVSK robbed and slashed with razor blades in SARAFUL and vice versa. Firearms were frequently used and SARAFUL prison was always full. There was always serious fighting on public holidays.

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of Tartar origin being in the minority. There were sometimes clashes between the Russian and Tartar populations, caused frequently by alcohol, but attributed [] partly to Tartar resentment at the Russians' policy of deporting the Tartars from the KAZAN area. The authorities took very little disciplinary action over these affrays.

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G. Local Press

33. [] there were two daily newspapers in the SARAEUL area:

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- a) "KRASHOE IREKAMIE", a local paper published in SARAEUL in Russian
- b) "UDMURTSKAYA PRAVDA" published in IZHEVSK, the official paper of the UDMURT ASSR. This paper was published in two editions, one Russian and one Udmurt. The latter was called "UDMURT PRAVDA".

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LEGENDto the Sketch Map of the Town of SARANUL

- | | |
|-------|--|
| No. 1 | Railway Station |
| " 11 | Engine shed |
| " 2 | Military barracks |
| " 3 | Regional electric power plant |
| " 4 | Footwear factory |
| " 5 | Sleeper factory |
| " 6 | DSERZHINSKIY Factory |
| " 7 | Alcohol factory |
| " 8 | No. 284 Aircraft factory |
| " 9 | Brick kiln |
| " 10 | Barley factory |
| " 11 | Sweets factory |
| " 12 | Brewery |
| " 13 | Corrective Labour Colony (ITK) |
| " 14 | Pushkin Public Park |
| " 15 | Militia barracks |
| " 16 | Stadium |
| " 17 | Gorsoviet and Regional Party Committee |
| " 18 | MVD Head Office |
| " 18A | Military HQ |
| " 19 | Fire station |
| " 20 | Landing stage |
| " 21 | Army stores |
| " 22 | Krasnaya ploshchad |
| " 23 | Town electric power plant |
| " 24 | Electro-mechanical TERNIKUM |
| " 25 | General hospital |
| " 26 | T.B. Hospital |
| " 27 | General hospital |
| " 28 | Timber factory and saw-mill |

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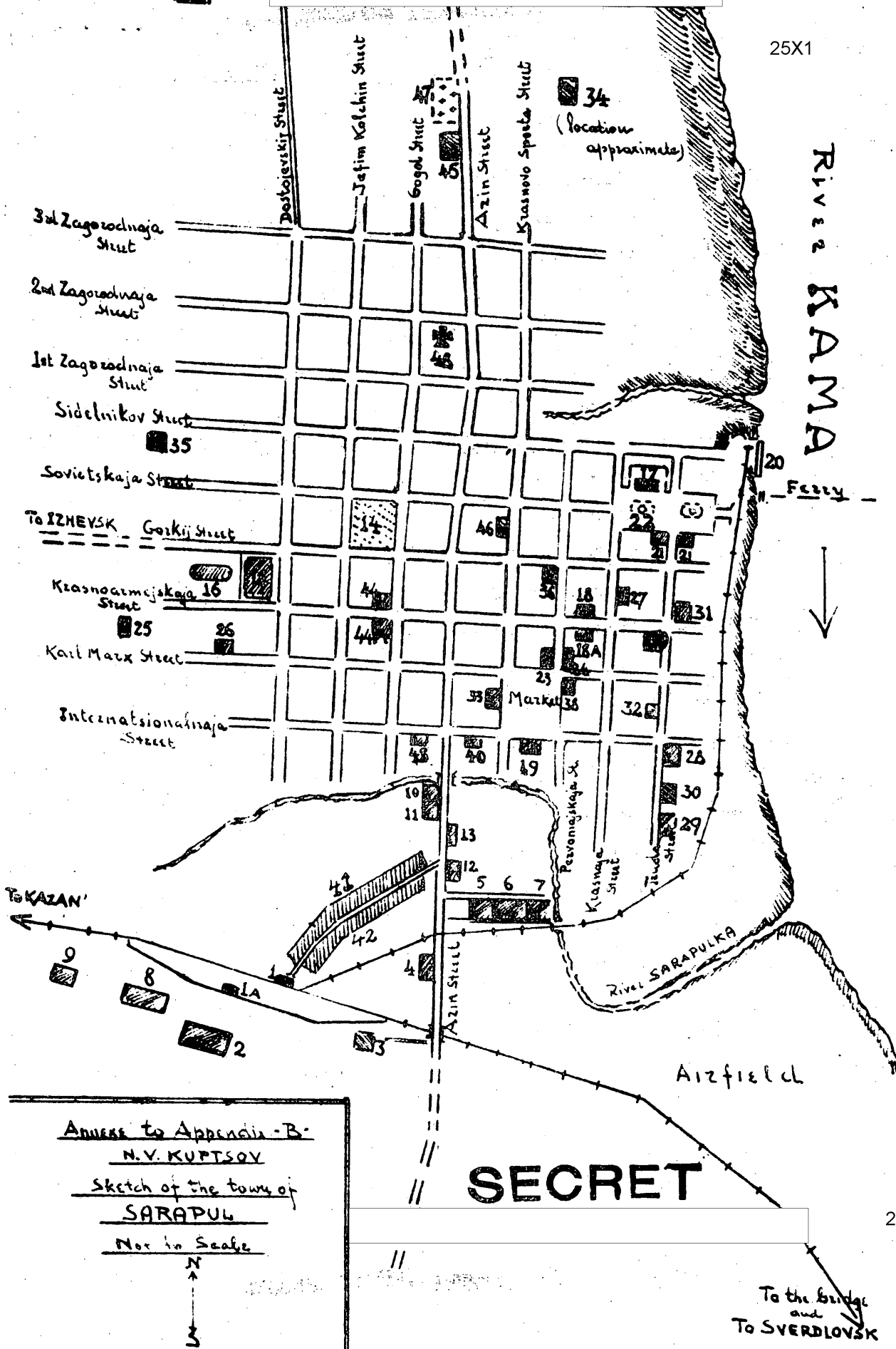
- No. 29 Oil refinery
- " 30 Leather factory
- " 31 Grain store
- " 32 Bakery
- " 33 New hotel
- " 34 Prison
- " 35 Timber WOODWORK
- " 36 Post and Telegraph/Telephone Office
- " 37 Military barracks
- " 38 State Bank
- " 39 Textile and clothing factory
- " 40 Furniture factory
- " 41-42 New workers' settlement under construction
- " 43 Town transport unit and garages
- " 44-44A No. 203 W/T Factory
- " 45 "GUDOK" Factory
- " 46 Dairy
- " 47 Cemetery
- " 48 Church on Zagorodnaya ul.

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Answer to Appendix B:

N.V. KUPTSOV

Sketch of the town of

SARAPUL

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To the bridge
and
To SVERDLOVSK

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APPENDIX "C"

The VES'EGONSK Area (VOLOGDA Oblast')
(Date of information: up to 1947 and
during Summer 1952-firsthand knowledge)

Contents

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- B. Terrain, soil, drainage, vegetation and climate
- C. Population and Settlement
- D. Railways and roads
- E. Life in the Area

Annexe to Appendix "C" - Sketch of the roads
used by Motor Transport.

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B. Terrain, Soil, drainage and vegetation.

2. The area described, i.e. the southernmost part of the VOLOGDA oblast, is dominated by the RYBINSK reservoir and the river MOLOGA. The country is flat, with some slightly undulating ground in the west, particularly between the OVINISHCHE-MGA railway and the town of USTYUZHNA. The whole area, especially the peninsula formed by the MOLOGA in the West and the RYBINSK Reservoir in the East, is swampy and intersected by numerous rivers and streams. There are also many lakes in the area. The dry land is almost entirely sand, or a mixture of sand and clay, and the soil is very stony.

3. The greater part of the area described is thickly wooded with pines and firs and in some districts with silver birch.

Informant said that in spite of the poor soil the local collective farms cultivate all types of crops but usually reap poor harvests.

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4. The climate in the area described is less extreme but much more humid and less healthy than in the VOLGA and KAMA regions. Snow starts in the second half of October and lasts usually till the end of April. All lakes and rivers including the RYBINSK Reservoir freeze completely and the ice is thick enough to be used by all heavy transport. Very severe frosts and heavy blizzards usually occur in February. There is a great deal of rain in the summer, but the heaviest rains are in the autumn, particularly at the end of August and in September. There are also very dense fogs in summer, usually at dusk and at dawn. They disperse about 5 a.m.

5. [redacted] a great deal of work was being done to make the MOLOGA river more navigable. Certain villages had been evacuated and some sections of the river bank flooded. There was a large scale plan to evacuate the population from north banks of the MOLOGA between KHARLAMOVSKAYA village and VES'EGONSK and to construct dykes (ZAFRUDA) there. The attached sketch of the area (see Annex to Appendix "C") shows [redacted] estimate of the extent of the proposed flooding of the MOLOGA banks.

[redacted] all the villages between NIKULINO (incl.) and VES'EGONSK (excl.) on the western bank and between KHARLAMOVSKAYA (excl.) and PLENISHNIK on the eastern bank were going to be, or already had been evacuated. There were rumours that KHARLAMOVSKAYA village also might be included in the scheme.

6. There are many wild animals in the woods, including bears, wolves, foxes, and occasionally lynxes. There are also herds of elks. The prevalence of these animals, particularly the lynxes and wolves, makes walking dangerous for the villagers who have only few and antiquated shot-guns.

C. Population and Settlement.

7. The population of the small towns and villages in the area is entirely Russian. There are no large towns in the area described.

The nearest is CHEREPOVETS, [redacted]

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[redacted] a great deal of development was going on in the town. There were new buildings as well as new factories under construction and many streets were being modernised. [redacted]

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8. The other settlements of town type are VES'EGONSK and USTYUZHNA, both on the river MOLOGA. They are built chiefly of wood with some brick buildings which are occupied by "the authorities". The buildings are almost exclusively of one storey.

At USTYUZHNA there is an Ordnance Factory (VOENNYJ ZAVOD). [redacted] 25X1

[redacted] a high factory chimney somewhere outside the town [redacted] 25X1

9. VES'EGONSK has its own electric power plant. There is also a floating wooden landing stage from which regular navigation is maintained upstream to KHARLAMOVSKAYA and USTYUZHNA and downstream to RYBINSK Reservoir. The landing stage is at the southern end of the town, outside the town area, about 800 metres south-east of the railway station. 25X1

10. The houses in the rural settlements are built of thick wooden logs and have roofs made of shingles (DRANKA) or thatch. The houses consist of one large room with a large porch which usually serves as potato store and pantry. Each household has a shed (SARAJ) and a small kitchen-garden. There are no orchards, but some households have single fruit-trees. There was no electricity in the rural settlements, but there were rumours that electricity was planned for KHARLAMOVSKAYA and neighbouring villages. Houses were lit by kerosene lamps (KOPTILKA) or by more primitive means such as small bottles with a wick, filled with kerosene. Some people used only matchwood (LUCHINA).

11. The largest rural settlements in the area are:

KHARLAMOVSKAYA, situated on the steep sandy eastern bank of the MOLOGA, a village of about 100 households. In the immediate vicinity are two other villages, both 500 metres from KHARLAMOVSKAYA: MININSKO to the N.E. and GRYAZNIVETS to the S.E. Each of those villages contains about 80 households.

There is a wooden floating landing stage at KHARLAMOVSKAYA.

KOROTOVO/

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KOROTOVO, Administrative Centre of the ULOESKIJ Rajon. Consists of more than 200 households, and several brick buildings which are occupied by the Rajon authorities and Army Recruiting Office. West of KOROTOVO there is a village called KISOVO near the village of VERKHI. (KISOVO does not exist on available maps.) KISOVO is about the same size as KHARLAMOVSKAYA and has about 100 households. There is a regular steamer service between KOROTOVO and CHEREPOVETS. The KOROTOVO landing stage is in a village about 1½-2 kilometres out of KOROTOVO to the east.

D. Railways and roads.

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(a) OVINISHCHE II Junction on the MOSCOW - SONKOVO - Leningrad line.

A small junction with a branch line to VES'EGONSK.

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the nearest Engine

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depot was at KRASNIJ KHOIM. Very few sidings. A brick station building.

b) VES'EGONSK. Terminal of the OVINISHCHE branch.

A brick two-storied station building. There is no engine shed but there is a turn-table at the northern end of the station. Few sidings. Water supply.

13. a new railway branch-line was planned from SUDA Station (23 kilometres west of CHEREPOVETS) through KISOVO (near KOROTOVO) to VES'EGONSK and

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USTYUZHNA.

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the new railway was planned in connection with the development of the KADUJ timber industry centre. KADUJ Station lies 24 kilometres west of SUDA.

comment: A railway line corresponding exactly to the alignment shown on the American 1:250,000 map (Eastern Europe Sheets No 37-1 and No 37-4) and marked as

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"abandoned".

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[redacted]

14. There was no proper road system in the area, all roads being dirt tracks, muddy during the rains and covered with deep snow during 25X1 the winter. Some of the main "trakts" were used quite successfully by motor transport, but the average speed was 25-30 kilometres per hour or even less. The attached sketch (see Annexe to Appendix "C")

[redacted] the 25X1

"trakt" from MOCHELAGA through STEPANKOVO to KOROTOVO runs as shown on the sketch, leaving the villages of KUNSHINO and PUSTOSHA about $\frac{3}{4}$ kilometre south or east of the road. Then it runs north-east and then north to KOROTOVO. There is a wooden bridge across a small inlet about 3 kilometres south of KOROTOVO.

15. On the western bank of the MOLOGA the main road between VES'EGONSK and USTYUZHNA runs through BOLSHOE OVSYANNIKOVO. USTYUZHNA itself is an important local road junction. There is a steel road bridge across the MOLOGA which at that point is somewhat narrow, with flat sandy banks.

16. In certain parts of the area there are corduroy roads, in particular in swampy and wooded terrain.

E. Life in the Area.

17. In CHEREPOVETS, the only large town in the area, workers indulge in alcohol when they are at leisure, have no interests whatever, and often have fights, particularly during official festivities or on Sundays. There is a very strong "esprit de corps" in the local factories which causes fierce fighting between young people from different factories. The standard of public safety was even worse than in SARAPUL.

18. In rural settlements life was much harder than in CHEREPOVETS but people were, on the whole, safe. There were very few cases of theft or robbery with violence.

The hardness of life in the collective farms was mainly due to the very poor soil, the lack of industrial centres in the vicinity, and the severe climate. In spring there was always a shortage of bread,

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which/

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[REDACTED]

which collective farmers were forced to buy in the markets. Bread for the market was not produced locally but was mostly brought from other areas by Karelians. This did not mean that the Karelians had any surplus: they simply needed cash and sold their bread every spring to the almost starving population of the VOLOGDA Province.

19. [REDACTED] a great lack of manpower in the rural settlements. In spite of energetic counter-measures taken by the authorities to prevent young people from moving to the town, they leave the collective farms for the industrial centres in very great numbers. Demobilised soldiers very seldom return to their native kolkhozes. They look upon service with the Armed Forces as liberation from the hard life of the collective farm, and as soon as they ^{are} demobilised they go straight to the town to find a job in industry.

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20. The mass migration of the rural population to the towns is one of the main reasons for the villagers' failure to build new houses.

[REDACTED] there are so many empty houses in the villages that one can buy a house almost for nothing. [REDACTED]

[REDACTED]

[REDACTED]

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 Roads used by the local M.T.
 Railway
 Area planned for evacuation of inhabitants and permanent flooding.

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